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ROUTING			
TO:	NAME AND ADDRESS	DATE	INITIALS
1	Director/NPIC		
2	Room 6N106		
3			
4			
	ACTION	DIRECT REPLY	PREPARE REPLY
	APPROVAL	DISPATCH	RECOMMENDATION
	COMMENT	FILE	RETURN
	CONCURRENCE	INFORMATION	SIGNATURE
REMARKS:			
FROM: NAME, ADDRESS, AND PHONE NO.			DATE

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(Security Classification)

(See inside cover)

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CONTROL NO. Z- 10420/82

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Intelligence Sources and Methods Involved

NATIONAL SECURITY INFORMATION

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(Security Classification)

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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
USIBONLY-	USIB Departments Only
ORCON-	Dissemination and Extraction of Information Controlled by Originator
REL . . .	This Information has been Authorized for Release to . . .

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(c) NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

Page 1 of 1Copy 28Attachment to Z-10420/82
NPIC/PEG (3/82)RAM-M
RAMENSKOYE FLIGHT TEST CENTER, USSR

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1. (S/D) SIGNIFICANCE: PREPARATIONS FOR PROBABLE RAM M TEST FLIGHT OPERATIONS ARE IN PROGRESS.
2. (S/D) REMARKS: THE RAM-M, A TWIN-BOOM PROBABLE JET-POWERED AIRCRAFT WITH A HIGH-ASPECT RATIO WING 40 METERS IN SPAN, IS IN AREA 5 (MYASISHCHEV AREA) AT RAMENSKOYE FLIGHT TEST CENTER. PROBABLE ENGINE ACCESS PANELS ARE OPEN ON EITHER SIDE OF THE AIRCRAFT, JUST AFT OF THE COCKPIT AREA. ONE FUEL TRUCK, THREE GROUND-SUPPORT VEHICLES, AND A SERVICE LADDER ARE NEXT TO THE AIRCRAFT. A SERVICE LADDER IS BESIDE THE COCKPIT AREA.

(S/D) RAMENSKOYE FLIGHT TEST CENTER, ONE OF THE MAJOR TEST CENTERS IN THE SOVIET UNION SUPPORTING THE DESIGN, DEVELOPMENT, AND TESTING OF NEW SOVIET AIRCRAFT AND MODIFICATIONS TO EXISTING AIRCRAFT, IS 21 NM SOUTHEAST OF MOSCOW.

3. COORDINATES 55-34-19N 038-09-23E

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COMMENTS AND QUERIES REGARDING THIS BRIEFING BOARD MAY BE DIRECTED TO THE NPIC/PEG OPERATIONS OFFICER.

These notes have been prepared for briefing purposes only and should not be used for detailed analytical work. Their use should be restricted to the particular briefing board(s) they were prepared for and must be considered valid only for the reporting period as indicated by the date of issue.

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